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PUGET SOUND

AND

BRITISH

COLUMBIA

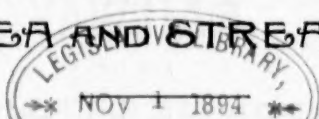
AND THEIR

ILLIMITABLE RESOURCES

OF

MINE, FOREST, FIELD,

SEA AND STREAM.



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THE PUGET SOUND COUNTRY

A Few Words About Its Many Great Advantages and How to Get There.

If the records of pioneer settlement over the entire American continent were to be searched, it would be a difficult matter to find any one piece of country that has attracted more universal and lasting attention than that portion of the Pacific Coast known as the Puget Sound country. Many places have had surprising "booms" and, for the time, have, perhaps, possessed more interest for intending settlers than all rivals; but in the great majority of cases, the "boom" flattened out in short order, and the tide of emigration turned elsewhere. This cannot be said of the country contiguous to Puget Sound.

The stream of emigration has flowed steadily in one direction for years; the advice, "Go West, young man," has been followed by countless thousands, and found to be good; State after State, and Territory after Territory have been peopled and tested nearer and nearer to the western sea.

There are excellent reasons for this unprecedented western movement, and for this rapid settlement of portions of the Pacific Coast. A new land, in order to stand the test of time and continue to find favour with practical men, must possess certain necessities and sufficient resources within itself to support a population in proportion to its extent; and when we see new arrivals—business and professional men, farmers, artisans, labourers, etc.—flocking to a given point at the rate of several thousand a week, as has been the rule in the Puget Sound country for some time, it is quite certain that the objective point, whatever it may be, possesses all the requisites for a prosperous future.

The Pacific Coast is a richly endowed region by Nature, with a climate where extremes are unknown, and a variety and wealth of resources which but require proper development to make it one of the most prominent and valuable sections of the continent; and of all of it there is none better than what is known as Western Washington, lying west of the Cascade Mountains, and extending to the Pacific, the very choicest country being that bordering upon Puget Sound.

The various counties comprising this territory, known as the Puget Sound country, all possess good timber, minerals, and important fisheries, and all have perfect communication with the Pacific and common highways

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PUGET SOUND.

to and from the East. The soil and climate vary, but not more than might be expected in such an extensive tract; but each possesses certain advantages that promise well for the future. The Sound consists of a series of magnificent water-ways, with a shore line of fully 1,800 miles, forming one of Nature's grandest harbours, where the shipping of the world might find secure anchorage. The resources of this territory are vast and enduring, and capable of sustaining an immense population. Chief among them are timber, coal, iron, lime, building stone, marble, and copper. In addition to these are agricultural products, wheat, oats, hay, and potatoes, yielding great crops; vegetables in splendid variety, and every fruit grown in a temperate climate, such as apples, pears, peaches, plums, cherries, and small fruits, all of superior quality. Hops yield remarkably well, and are a very important product, the output for the past year being worth considerably over \$1,000,000. Sheep do well and pay good returns, and dairy products are also important and profitable. It is the finest of countries for mixed farming.

Already this country has large shipping interests, and the future possibilities are beyond estimate. Granted a land naturally richly productive, with immense resources in timber, minerals, etc., as mentioned above, with excellent pasturage, mild and healthy climate, and matchless harbours, and who can ask for more, or say to what prominence such a region may not attain? Nor are these all. It must be remembered that the fisheries of this country are colossal in their importance. Valuable food fish—salmon, sturgeon, herring, smelt, etc.—literally teem in the several rivers, and cod, halibut, and many other useful varieties are found in plenty in salt water. In fact, the rivers of the coast, and the sea itself, from the Sound to the far north, contain fish in incalculable number and variety, many of them being found only in the Pacific.

The value of the mining interests can hardly be estimated, and the same remark will apply to the lumbering operations. In one year the output of coal has exceeded \$4,500,000, and in the same time the sawmills of Puget Sound cut 454,985,145 feet of rough lumber, 125,913,887 lath, 4,489,269 pickets, 816,833 wool-slats and staves, and shipped 1,487,391 lineal feet of piles, the whole being valued in the rough at \$5,397,901. On Port Townsend Bay is situated the only blast furnace in the State, with a daily output of thirty tons of the finest charcoal pig-iron. Steel works and rolling mills will soon be established to supply the demand for steel and steel plates on the Pacific Coast. Important though many of the industries are at present, they are yet merely infant enterprises to what are surely to come.

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PUGET SOUND.

NEW WHATCOM AND FAIRHAVEN

On Bellingham Bay, one of the principal points on Puget Sound, and one rapidly progressing. It possesses great natural advantages, both from the nature of the country in its vicinity and from its situation on the coast. Several lines of railway converge at this point, including the direct line to Mission Junction, on the Canadian Pacific Railway, and there is communication by steamer with the other ports in Puget Sound, and Victoria, in British Columbia. The twin cities are connected by electric cars and ferryboats. They have all the latest improvements in their buildings, streets, etc., handsome edifices and permanent wharves. There is a large lumber trade in this locality—twenty mills going in the vicinity of these two cities. The best way of reaching this district is by Canadian Pacific Railway to New Whatcom and Seattle. Tourist cars go through from St. Paul and Minneapolis.

PORT TOWNSEND

Situated on the bay bearing the same name, which forms a perfect harbour with safe anchorage, twelve miles long by from three to five miles wide, and water deep enough to accommodate the largest vessel afloat; is the port of entry for the entire Puget Sound, and already has a population of 10,000. Port Townsend is a well-built, thriving city, distant from Vancouver eighty miles, and growing steadily and rapidly. There is daily steamer connection with Victoria, B. C., by which route this place is most easily reached.

SEATTLE

Is the marvel of the times. Admirably situated to command the many advantages of the Sound, she is destined to fill a proud position at no distant day. Seattle commands a large shipping trade, and from its central location on the Sound naturally has become the supply centre for an enormous surrounding country. Boats leave there for all other Sound ports, it being the only port from which one can get daily transportation to nearly every other port.

TACOMA

Boasts the same population and commands as much attention as her sister, Seattle. Both are growing surprisingly, and both have developed enormous commercial, manufacturing and shipping interests, for there is room for all of them.

From the Sound ports there is a regular steamship connection with San Francisco, Portland, and coast ports and Alaska.

BRITISH COLUMBIA.

The railways recently constructed have connected the entire Sound country with Portland, Oregon, and California, and the Bellingham Bay & British Columbia Railway connects with the Canadian Pacific Railway's transcontinental line from the East.

BRITISH COLUMBIA.

British Columbia also possesses all the advantages and resources of the Puget Sound country, and offers fine openings for miners and settlers. No country is richer in mineral wealth. During the past thirty years millions of dollars have been extracted from the placer diggings of the Province, by the most primitive appliances, but the recent introduction of hydraulic machinery in the famed Cariboo country will lead to an unprecedented development of its fabulously rich gold fields. This region is only reached from Ashcroft, on the main line of the Canadian Pacific Railway. The famous Kootenay mining district, which is being very rapidly developed, also offers remunerative employment for the hundreds of miners pouring in. It is reached from Revelstoke, on the main line of the Canadian Pacific by rail to Arrow Lake station, thence by steamer to Nakusp, and by rail again to Carpenter's Forks, near New Denver, in the very centre of the richest mining region, and Nelson, in Southern Kootenay, can be reached by steamer from Arrow Lake station to Robson and thence by rail. Valuable discoveries have been made in the Okanagan district, reached by rail from Sicamous, on the Canadian Pacific to Vernon, and thence by steamer. Large smelting and refining works are being constructed, and this portion of British Columbia is rapidly becoming a hive of industry. In the Nicola Valley, a stock-raising district of considerable capacity, mining operations are being energetically prosecuted. Nicola is reached from Kamloops. Splendid farms can be secured in the Lower Fraser region, in the southern district, especially along the Thompson River, and in the Spallumcheen and other valleys, and there is immense wealth in the forests and fisheries. The most important fruit district is in the North and South Thompson, Spallumcheen and Okanagan Valleys, where not only extensive areas, but the most favorable conditions exist.

VANCOUVER

Situated on the beautiful harbor of Burrard Inlet, is the Pacific terminus of the Canadian Pacific Railway, and is a go-ahead modern city, with a population of 20,000. Vancouver has regular steamship connection with Puget Sound ports, Portland, Victoria, Japan, China, Alaska, the Hawaiian and Fijian Islands and Australia, and commands a large portion of the trade with the Orient, as the

BRITISH COLUMBIA.

route *via* Vancouver to Japan and China is 300 miles shorter than *via* San Francisco, and the Canadian Pacific steamship service is the best on the Pacific.

VICTORIA

The capital of British Columbia and the commercial centre of Vancouver Island, is a well-built, wealthy city and a delightful place to live in, possessing important business and shipping interests and regular steamship connections with Puget Sound and coast ports north and south. It has a population of 20,000. The island is very rich in timber, coal and minerals, and the east coast is specially adapted to farming and fruit culture.

NEW WESTMINSTER

Is one of the oldest towns in British Columbia, and is a bustling, thriving place, situated on the north shore of the Fraser River, and the centre of the rich farming district known as the Fraser Delta. Its immense salmon canneries are well known; twelve of them are within easy reach of the town, employing over 4,000 men during the fishing season, and paying out over \$400,000 a year for supplies. Next to this rank the lumbering operations and other valuable resources. New Westminster offers many inducements, and bids fair to become an important centre. It is connected with Vancouver by electric railway, and there is a branch of the Canadian Pacific Railway to Westminster Junction on the main line, from which it is a short run to Sicamous (for Okanagan); to Ashcroft (for Cariboo), and east of this to Revelstoke, for Nelson, Kaslo, New Denver and the Kootenay district generally.

The cost of living in British Columbia is but slightly higher than in the East, and labor and capital both find a much larger return.

HOW TO REACH PUGET SOUND.

Home-seekers, investors, and all intending to travel from East to West, should go *via* the **Canadian Pacific Railway's** grand trans-continental route. It is the cheapest, the safest, the best equipped, and the most enjoyable and comfortable. It takes you through the great farming and ranching country of the Canadian Northwest, and through the most magnificent mountain scenery in the world. Superb first-class coaches and special tourist and colonist sleepers are characteristics of the line. All points in Washington, Oregon and California are reached via Mission Junction.

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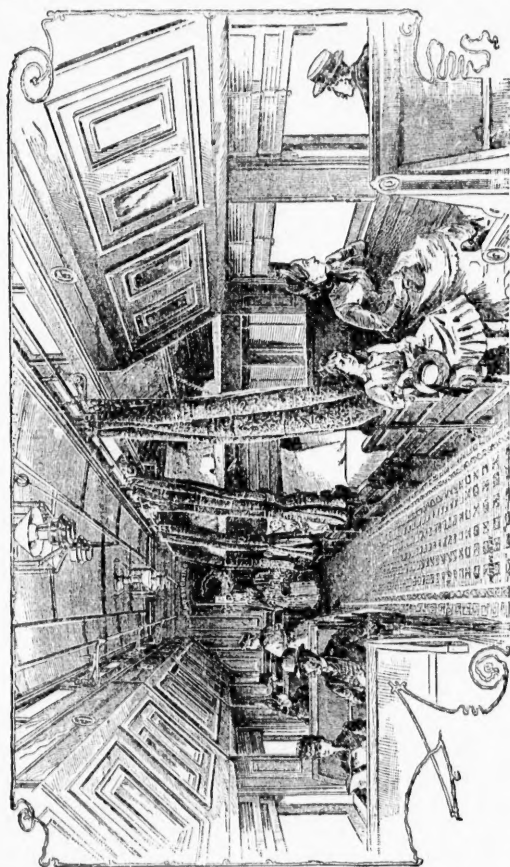
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PUGET SOUND.

TOURIST SLEEPING CARS

Which are constructed similarly to first-class sleepers, have cooking range, mattresses, pillows, curtains, sheets, pillow slips, carpets, tables, etc., and will be under the charge of a COMPETENT PORTER, who will make up the

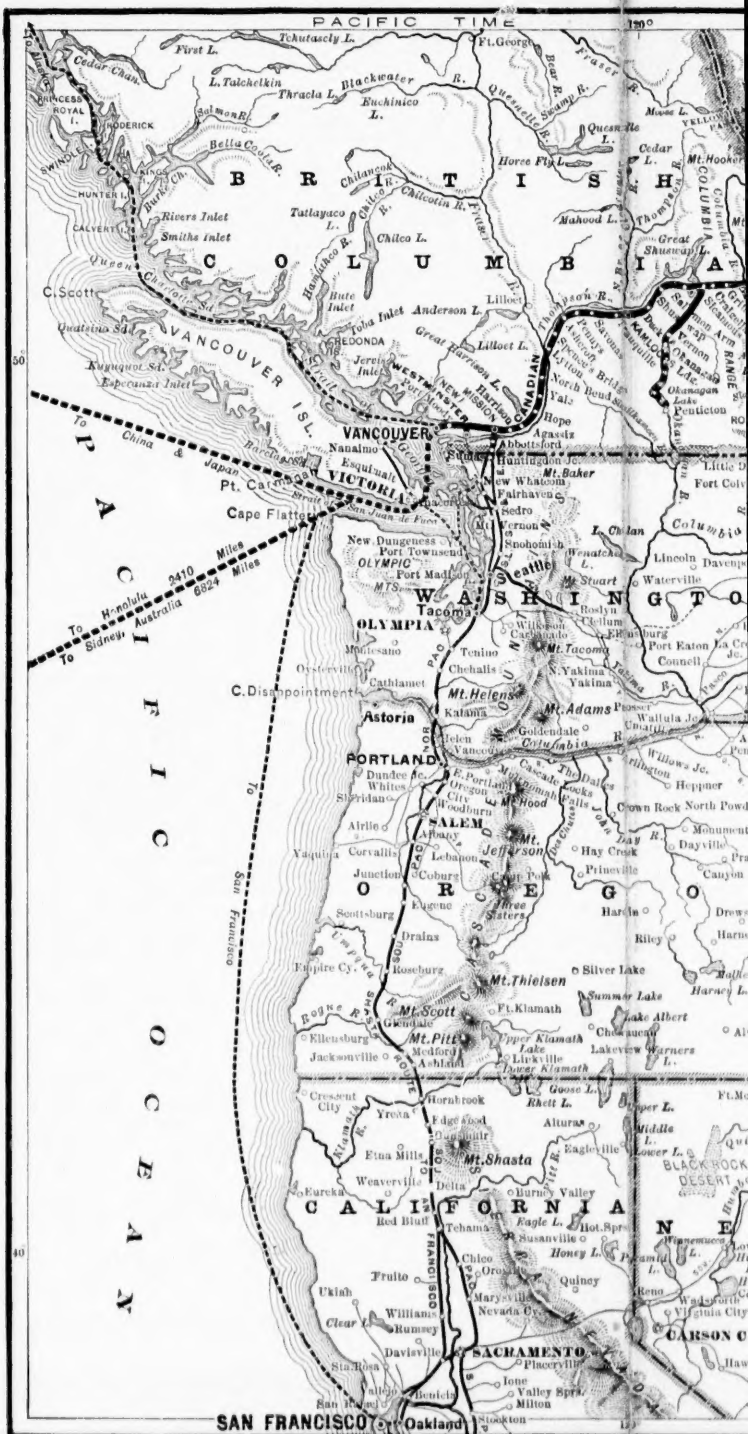


berths, keep the car clean and tidy, and in other ways attend to the wants and comfort of passengers, are run on the Canadian Pacific transcontinental trains.

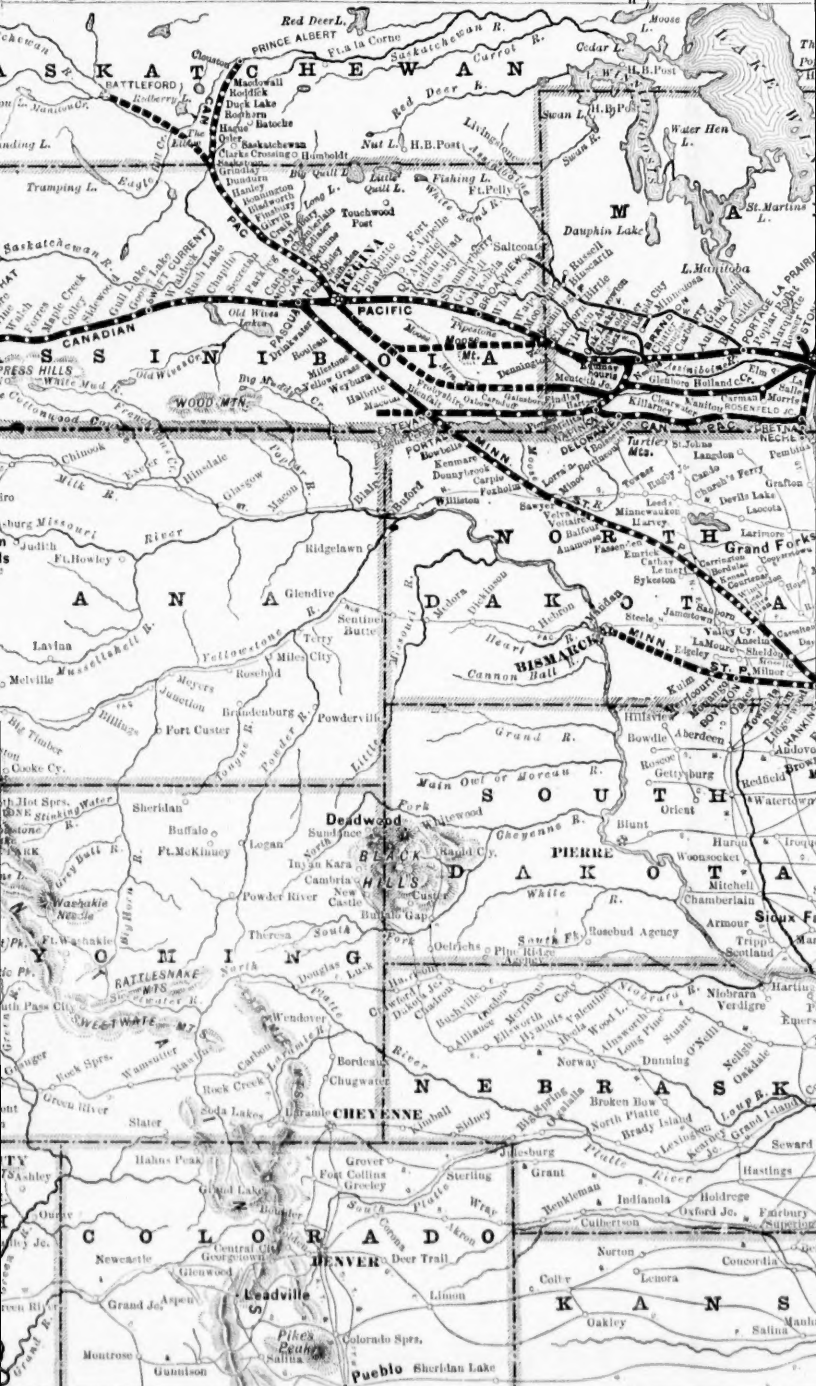
The only charge from St. Paul or Minneapolis to Whatcom for the superb accommodation afforded, in addition to the second-class fare, is \$3.00 for each double berth.

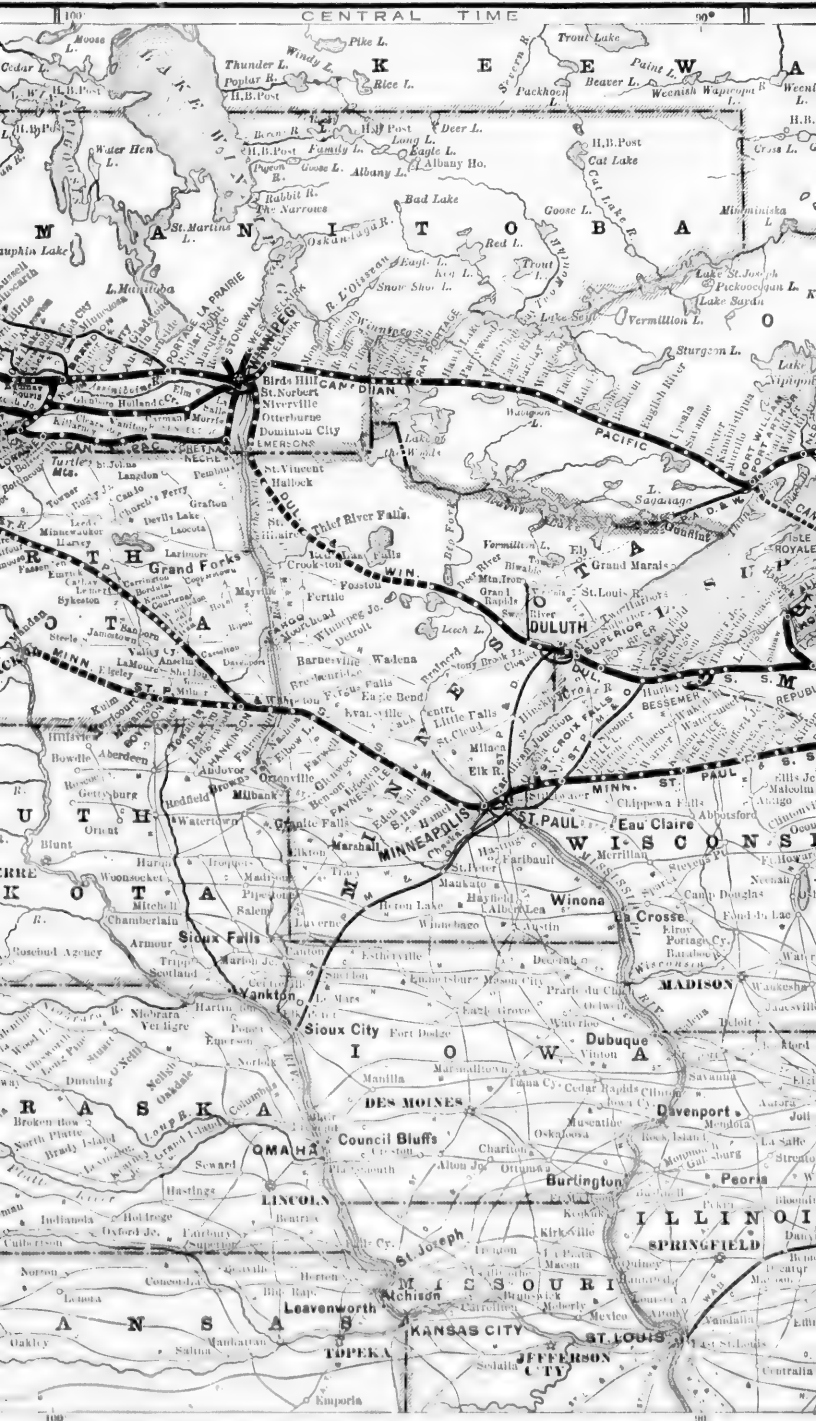
Every attention given ladies travelling unaccompanied or with children.

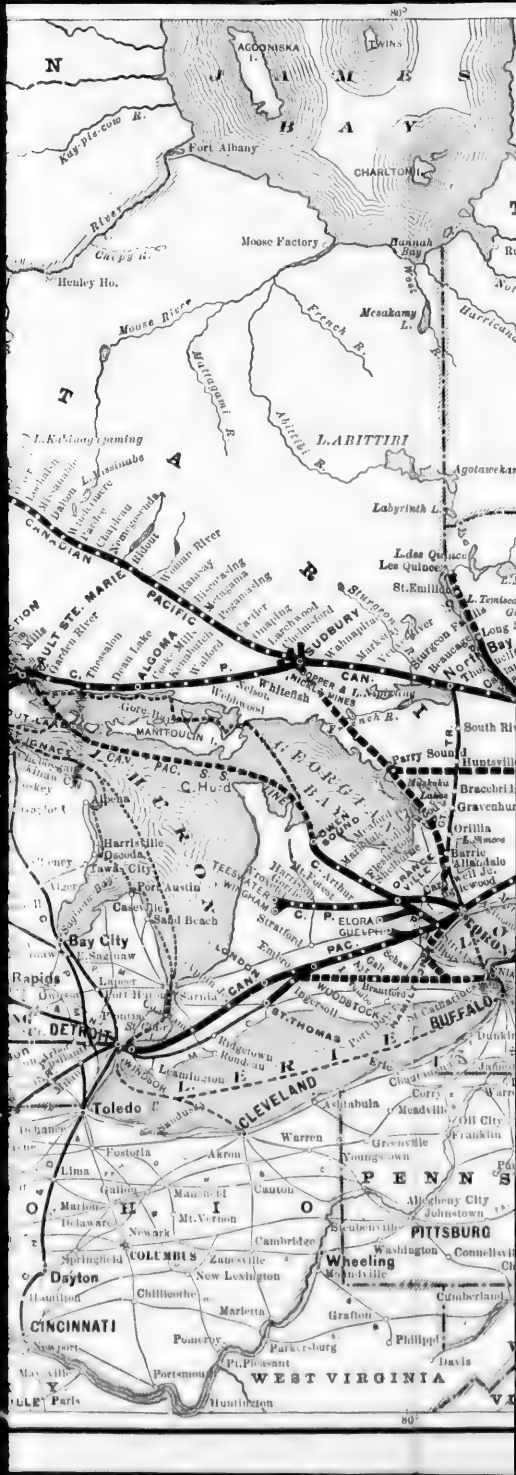
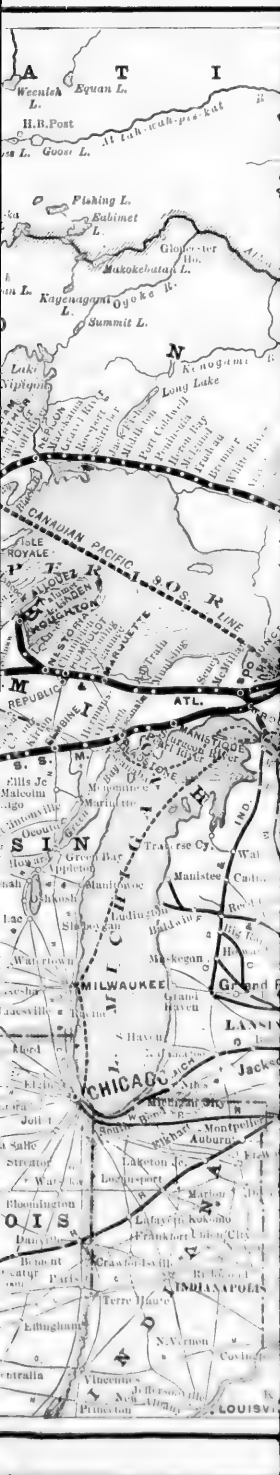
Agents desiring accommodations reserved should apply early, giving the names, number of adults, whether married or single, number of children, their ages, and whether male or female.

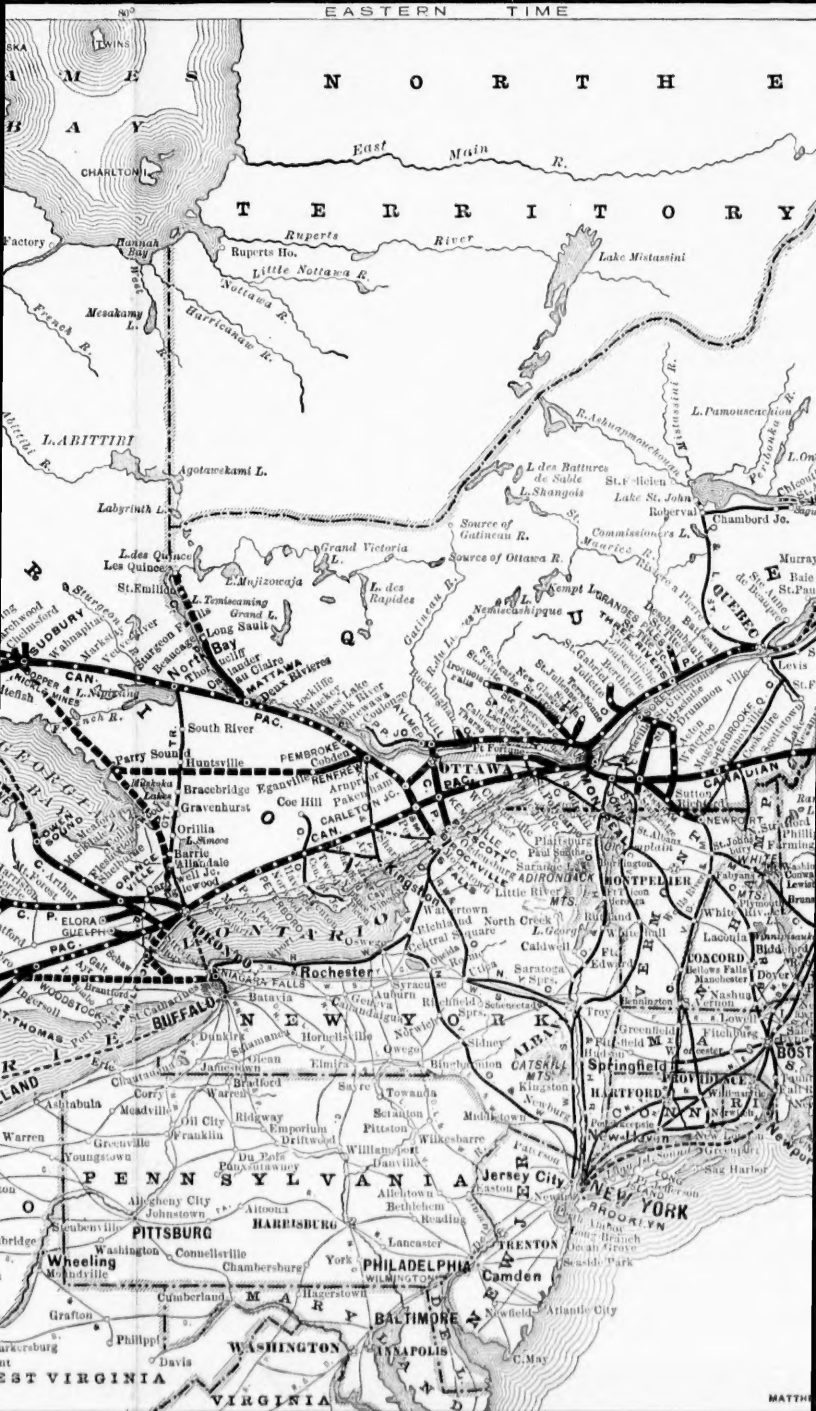














CANADIAN PACIFIC ROUTES AROUND THE WORLD

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